

ADVERTISEMENT.

Grantland Rice picks "The All-Star Baseball Team" of 1916 and reviews this the most interesting baseball campaign since 1908 in a breezy, informative article that no "fan" will miss if he can help it, in this week's issue of

Collier's

THE NATIONAL WEEKLY

man Emperor, delivered here yesterday, no relief for starving Poland is in sight. The Kaiser's letter set forth that that government could not comply with the demands of the Allied governments that no food now in Poland be taken out of the country or be used only for the purpose of feeding civilians.

It had been thought to-day that the President might find it necessary to cancel his two Indianapolis speeches because of the demands upon his time being made by State Department affairs, principally the submarine issue. It was announced to-night, however, that he would leave here for Indianapolis, as previously arranged, at 1 o'clock to-morrow afternoon, returning in time for his Saturday afternoon meeting at Shadow Lawn.

In all probability Secretary Lansing will return to the summer capital then to resume his interrupted conference with President Wilson, bringing with him any new information he may have.

Kingston Taken Off U-53's List of Victims

Newport, Oct. 10.—It appears to-night that only five vessels instead of six were sunk in the German submarine raid of Sunday. That any such vessel as the Kingston—or the Kingstonian—was a U-boat victim is now doubted by Rear Admirals Knight and Gleaves, commanding the forces ashore and afloat of the Newport naval district.

Nevertheless, eleven United States destroyers, recalled last night on erroneous information that survivors from the Kingston had been picked up, returned to-night and not only found no trace of wreckage, but they sighted no British and French patrol cruisers.

Aerial conditions were such that it is likely that the signature of the Christian Knudsen on her S.O.S. may have been read for Kingston. There is no vessel named Kingston in the maritime register, and it was only assumed the Kingstonian was meant because there is such a one listed.

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DUTCH INDIGNANT AT SHIP'S LOSS

Press Urges Strong Protest to Germany on Bloomersdyk Attack.

SINKING DECLARED 'ABSOLUTELY ILLEGAL'

Raid Called 'Sop to von Tirpitz' and Test of U. S. Patience.

Amsterdam, Oct. 10.—The Dutch press is highly indignant at the sinking of the Holland-America Line steamer Bloomersdyk, which, it is declared, was absolutely contrary to maritime law.

"We ask with astonishment," says the "Nieuws Van Den Dag," "what reason the submarine commander could have for torpedoing a neutral vessel, with a neutral cargo for the neutral population of Holland. There was no possibility of a mistake, for the commander of the submarine must have been aware of the character of the vessel, and for that illegal act Germany must be made to pay full compensation."

The "Handelsblad" demands that the government send a strong protest to the German government.

The "Telegraaf" regards the raid as "a sop to von Tirpitz," and thinks that probably the Germans are allowing their submarines to operate along the fringe of American territorial waters to test the extent of American patience.

The Holland-America Line has received only a brief report of the sinking of the Bloomersdyk and the rescue of her crew by the American torpedo boat Benham.

The submarine commander "informed the Bloomersdyk's captain that he would sink any ship bound by way of an English port."

The steamship company's directors will discuss the new situation with the Minister of Foreign Affairs, but meanwhile will not alter the sailing dates of the company's vessels.

The victim of the Bloomersdyk was about \$1,000,000, half of which was insured against war risks. The grain cargo for the Holland government, however, was not so insured, as the government carries its own war risks.

WALSH NAMED FOR JUSTICE

Nominated by Democrats for Place Vacated by Lynch.

At a joint meeting of the Democratic County Committee of Manhattan and the Bronx last night, John L. Walsh, former Commissioner of Weights and Measures, was nominated for the vacant justice position caused by the departure last week of Richard J. Lynch for the West.

The election laws permit the joint committee to name a candidate after the death of a justice. If elected, Walsh will serve only one year. In 1917 he will have to enter the primaries for the nomination.

U-BOATS' FUTURE UP TO REICHSTAG

Clerical Party Has Power to Force Ruthless Campaign.

OUTCOME OF DECISIVE BALLOT IS IN DOUBT

Public Declaration of Policy by Hollweg Is Demanded.

Berlin, Oct. 10.—The future conduct of Germany's submarine campaign hinges upon the vote of the Centre or Clerical party, which holds the balance of power in the Reichstag. The entire question of Germany's foreign policy and her war aims has been thrown wide open, and there is great uncertainty as to how the Centre will vote on the decisive ballot.

The "Kölnische Zeitung" now demands that the Imperial Chancellor publicly inform the Reichstag of his entire position on submarines and Germany's war aims and permit their discussion in public session of the House.

Parliamentary Move Blocked.

One phase of the submarine controversy in the Reichstag came to a head to-day when the budget committee, after a long discussion, rejected the motions of the National Liberals and Progressives for the appointment of a committee with the right to sit during recesses.

A clerical substitute giving the budget committee that right was adopted. This results in no practical change, as the budget committee already possessed the privilege, but a significant fact is that the Clerical motion includes the right of the committee to discuss the war.

This move toward parliamentary government is a direct outgrowth of the submarine and war aims dispute. The action of the National Liberals toward making the foreign policies subject to the Reichstag is also significant, in that heretofore this party has opposed changes in the direction of Parliamentary government.

The "Cologne Volkszeitung," representing one branch of the Prussian Centre, declares that the Centre members of the Reichstag are in no wise convinced by the arguments against submarine warfare, particularly by the statistical pleas of Dr. Karl Helfferich, Secretary of the Interior.

Tirpitz Majority Denied.

On the other hand, the Centre Parliamentary Correspondence of the recognized publicity bureau of the Centre Reichstag group, declares completely unjustified the suggestion of the "Lokal Anzeiger" that enough Clerical Deputies have broken away to give a majority perhaps to the side favoring ruthless submarine war.

Deutschland Could Mother 5 U-boats on 120-Day Raid

Big Submarines Built for That Purpose, Expert Declares—Germany Needs No Secret Bases for Cruise Off American Coast.

By FRED B. PITNEY.

Paris, Oct. 10.—I have just been talking on the subject of submarine attacks on ships off the American coast with Henry O. Berg, of New York and Paris, who was formerly a builder of submarines and has supplied under-sea craft to several European governments.

"The probability of a submarine campaign off the American coast should have been foreseen by the American government after the visit of the Deutschland," he declared. "It is evident to any one that the submarine, as a cargo carrier, is not a commercial proposition. On the other hand, the voyage of the Deutschland is absolute proof of the feasibility of crossing the ocean with a thousand tons of supplies. I do not believe for a minute that the Deutschland and other big submarines were built for commercial purposes, but simply as supply boats for the attacking submarines."

"Carrying one thousand tons of fuel, the Deutschland or the Bremen could convey five fighting submarines across the Atlantic at cruising speed, and then supplied with fuel for one hundred and twenty days, and return with them to a German port."

Here Mr. Berg, with a pencil and paper, made figures for me on the speed and fuel consumption of submarines, showing that he allowed a margin of two hundred tons of fuel and forty days cruising capacity for emergencies.

"These figures," he said, "explain why I do not think it probable that the German navy has a secret supply station on the American coast. It needs no secret stations. The submarines can be supplied perfectly by the mother ship, and there is practically no danger of discovery, for, as any naval man will tell you, it is next to impossible to discover a submarine in the open sea. At the first sign of smoke on the horizon it sinks or goes awash."

"The German submarines went out by the north of Scotland, and after they had reached the Atlantic were as safe as if they were at Hamburg."

"A German submarine fleet off the coast of America is limited only by its supply of fuel and torpedoes and by the Kaiser's policy."

HOLDS RAIDERS IMPERIL LIVES

Continued from page 1

by the suggested restrictions laid down by the Allies' governments, already had been dispatched.

The tone of the note throughout is one of rebuke, expressing the sentiment of this government toward what is regarded as interference by the Allies in a question that concerned the United States alone. But now that an actual case is presented, the United States is held to be competent for the Allies to question the real neutrality of the position adopted by the United States.

Should the United States reverse its position, acquiescing in the view of the Allies, the right of the British government to claim damages for the ravages of the U-53 could be asserted.

Didn't Act on U-53.

Officials said to-day that the departure of the U-53 was not to be taken as a precedent. In fact, the State Department did not pass on the case at all, as the U-boat left before it could even be considered.

The department sees a difference between the case of submarines which are American ports for supplies and those which, like the U-53, merely call at a port. In the one case, it is believed, the United States might be justified in raising a question as to the propriety of the vessel, and yet might impose no obstacle to departure in the other.

Reports on the measures taken for care of persons on the ships sunk off Nantucket will be made at noon as commanded by Rear Admiral Knight, commander of the navy yard at Newport, and Rear Admiral Gleaves, in personal command of the destroyer flotilla which picked up 229 persons from the destroyer commanders, giving their personal opinions as to whether the question of safety was adequately met by the German commander. Affidavits from members of the sunken ships also will be sent.

May Reopen Controversy.

On these reports, many officials believe, depends the policy of the government. If they convince the President that Germany's pledges have not been complied with, the whole submarine controversy, these officials expect, will be thrown open again. The conference to-day between the President and Secretary Lansing was called, it is understood here, to consider this possibility.

It is contended in some quarters that under the best conditions there are elements of danger in placing passengers on open boats fifty miles from shore. At the same time, attention is called to the fact that the point of the raid off Nantucket lay squarely on the track of all incoming and outgoing steamers, any one of which might have suffered rescue. The presence of the American destroyers, officials agree, should not have been considered by the German commander and would not lessen his responsibility.

The Allied embassies to-day continued their policy of absolute silence. No comment was made on the State Department's announcement that this government had refused to accede to the Allies' contention regarding submarines in neutral waters. Every indication was that orders of secrecy have been issued from the Entente capitals.

Text of U. S. Answer to Protest of Allies

Washington, Oct. 10.—The text of the memorandum replying to that of the Allied governments regarding treatment of belligerent submarines in neutral ports is as follows:

The government of the United States has received the identical memoranda of the governments of France, Great Britain, Russia and Japan, in which neutral governments are exhorted "to take efficacious measures tending to prevent belligerent submarines, regardless of their use, to avail themselves of neutral waters, roadsteads and harbors."

These governments point out the facilities possessed by such craft to avoid supervision or surveillance or detection, and their power "to do injury that is inherent in their very nature," as well as the "additional facilities" afforded by having at their disposal places where they can rest and replenish their supplies.

Apparently on these grounds the Allied governments hold that "submarine vessels must be excluded from the benefit of the rules heretofore accepted under international law regarding the admission and sojourn of war and merchant vessels in neutral waters, roadsteads or harbors, any submarine of a belligerent that once enters a neutral harbor must be held there," and therefore the Allied governments "warn neutral powers of the great danger to neutral submarines attending the navigation of waters visited by the submarines of belligerents."

In reply, the government of the United States must express its surprise that there appears to be an endeavor of the Allied powers to determine the rule of action governing what they regard as a "neutral situation" in respect to the use of submarines in time of war, and to enforce acceptance of that rule, at least in part, by warning neutral powers of the great danger to their submarines which that rule may be visited by belligerent submarines.

In the opinion of the government of the United States the Allied powers have not set forth any circumstances, nor is the government of the United States at present aware of any circumstances concerning the use of war or merchant submarines which would render the existing rules of international law inapplicable to them.

In view of this fact and of the notice and warning of the Allied Powers, announced in their memoranda under acknowledgment, it is incumbent upon the government of the United States to determine until the court gets a chance to determine the matter.

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Great Britain, Russia and Japan that, so far as the treatment of either war or merchant submarines in American waters is concerned, the Government of the United States reserves its liberty of action in all respects, and will treat such vessels as, in its opinion, becomes the action of a power which may be said to have taken the first steps toward establishing the principles of neutrality, and which, in view of the duty of belligerent powers to distinguish between neutral and belligerent nationality, and that responsibility for any conflict that may arise between belligerent warships and neutral submarines rests entirely upon the negligence of power.

In order, however, that there should be no misunderstanding as to the attitude of the United States, the government of the United States announces that the Allied Powers that it holds it to be the duty of belligerent powers to distinguish between neutral and belligerent nationality, and that responsibility for any conflict that may arise between belligerent warships and neutral submarines rests entirely upon the negligence of power.

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REPORTS U-BOAT SIXTY MILES OUT

Greek Liner's Captain Is Held Up Twice in One Day.

Two submarines stopped the Greek steamship Patria off New York yesterday, according to Captain Theophilus Karis. He reported on his arrival that his ship was halted at 6 a. m. 200 miles off shore by a submarine, which fired three shots across her bow. Although it was still dark, signals were exchanged, and after the ship Captain Karis was ordered to proceed.

At 4 p. m., when only sixty miles off shore, Captain Karis says another submarine was seen off the starboard bow, and, greatly to the alarm of the 768 passengers, the Patria was ordered to halt again. Signals were again exchanged and the Patria was ordered to continue her voyage. Captain Karis is sure the two submarines were different.

Several other incoming liners, including the Espagne, of the French Line, and the Cameronia, of the Anchor Line, had their lifeboats still swung overboard and filled with provisions and water when they arrived yesterday. On the Cameronia lifeboats were distributed and passengers forced to go through a drill in their adjustment. Off Cape May the Cameronia entered the three-mile neutrality limit, and hugging the shore steamed north, not once going outside the safety zone.

The Espagne changed her course several times, according to Mr. Lina Cavalieri, who arrived to begin her winter engagement with the Chicago Grand Opera Company. She was met on the dock by Lucien Muratore, her husband, and both went West immediately. Tickets were given to passengers on the Espagne, denoting their places in the various lifeboats in case of emergency.

The Frederik VIII, which arrived yesterday from Copenhagen, with Ambassador Gerard aboard, reported that the trip had been calm and that no precautions had been taken against hostile submarines.

After a consultation between the heads of the International Mercantile Marine at the New York offices, 9 Broadway, yesterday, it was announced that the Adriatic, of the White Star Line, would sail according to schedule today with passengers and 15,000 tons of freight.

The Minnehaha, of the Atlantic Transport Line, also will sail today with 15,000 tons of general cargo, but no passengers.

FIGHTS FOR IRISH POSTERS

J. J. O'Leary Halts Covering of Bills by Ward & Gow.

Justice Pendleton, in the Supreme Court, will hear argument to-day on an application by John J. O'Leary, president of the Irish Relief Fund Bazaar, to enjoin Ward & Gow from covering posters advertising the fair on subway and elevated railway stations because they contain pictures representing the execution of James Connolly.

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PRESS OF LONDON BITTER OVER U-53

Demands U. S. Bar Raiders or Withdraw Protest on Allied Warships.

GOVERNMENT TO TAKE NO OFFICIAL ACTION

Paris Declares Attacks Designed to Influence Election Here.

By ARTHUR S. DRAPER. (By Cable to The Tribune.)

London, Oct. 10.—No official representations regarding the attacks of the U-53 will be made by the British government to the United States. The British attitude, as outlined to me by a prominent official to-day, will be one of entire aloofness.

"It is not a question for this country to discuss officially or to make any representations concerning," my informant said. "It is purely a matter between Germany and America. Any suggestion from us would be impertinent."

"As far as we are concerned, we are willing to leave the subject in the hands of the British and French ambassadors for friendly discussion at Washington."

Apart from this, what is popularly termed the "American dilemma" holds the field of public discussion, wherein three camps seem to prevail. One takes the view which might be called "sympathetic"—namely, that Germany, convinced she is beaten, wishes deliberately to force America into war, thus giving herself the opportunity to put up the plea of "the world against her," and also insuring to the United States a powerful voice in the peace negotiations.

Another school is indignant at this infringement of American neutrality. It accuses America of becoming an abettor of a form of warfare already denounced by the President as lawless and inhuman. This section vigorously recalls the Alabama, and insists either that Washington peremptorily put a stop to the submarine activity or withdraw its protest against surveillance of the infested area by British warships.

The third body of opinion, taking the larger view of a common humanity, argues that these sunken vessels show that the consequences of German frightfulness cannot be escaped by the mere fact that a country is not formally warring with the German Empire. It suggests that neutrals who have seen their own vessels sunk alongside the British must feel henceforth more than an academic interest in submarine warfare generally, and cannot therefore stand aside unmoved.

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REPORTS U-BOAT SIXTY MILES OUT

Greek Liner's Captain Is Held Up Twice in One Day.

Two submarines stopped the Greek steamship Patria off New York yesterday, according to Captain Theophilus Karis. He reported on his arrival that his ship was halted at 6 a. m. 200 miles off shore by a submarine, which fired three shots across her bow. Although it was still dark, signals were exchanged, and after the ship Captain Karis was ordered to proceed.

At 4 p. m., when only sixty miles off shore, Captain Karis says another submarine was seen off the starboard bow, and, greatly to the alarm of the 768 passengers, the Patria was ordered to halt again. Signals were again exchanged and the Patria was ordered to continue her voyage. Captain Karis is sure the two submarines were different.

Several other incoming liners, including the Espagne, of the French Line, and the Cameronia, of the Anchor Line, had their lifeboats still swung overboard and filled with provisions and water when they arrived yesterday. On the Cameronia lifeboats were distributed and passengers forced to go through a drill in their adjustment. Off Cape May the Cameronia entered the three-mile neutrality limit, and hugging the shore steamed north, not once going outside the safety zone.

The Espagne changed her course several times, according to Mr. Lina Cavalieri, who arrived to begin her winter engagement with the Chicago Grand Opera Company. She was met on the dock by Lucien Muratore, her husband, and both went West immediately. Tickets were given to passengers on the Espagne, denoting their places in the various lifeboats in case of emergency.

The Frederik VIII, which arrived yesterday from Copenhagen, with Ambassador Gerard aboard, reported that the trip had been calm and that no precautions had been taken against hostile submarines.

After a consultation between the heads of the International Mercantile Marine at the New York offices, 9 Broadway, yesterday, it was announced that the Adriatic, of the White Star Line, would sail according to schedule today with passengers and 15,000 tons of freight.

The Minnehaha, of the Atlantic Transport Line, also will sail today with 15,000 tons of general cargo, but no passengers.

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